PM Conformity Hot Spot Analysis
Project Summary for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
    a. Is exempt pursuant to 40 CFR 93.126; or
    b. Is a traffic signal synchronization project under 40 CFR 93.128; or
    c. Uses no Federal funds AND requires no Federal approval; or
    d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

1) Fill out form in its entirety.

2) Be sure to include MPO ID#. See http://scag.ca.gov/rtip/ if necessary.

3) Submit completed form to your local Transportation Commission who will submit it to the MPO.

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description *from TIP, RTP, and/or project documents* **RTIP ID#:** RIV010212
On SR-91, Adams to 60/215 Interchange – Add HOV lanes (Madison-Central), bridge widening and replacements, EB/WB braided ramps, interchange modifications/reconstruction, and sound/retaining walls (design and engineering only).

Type of project *see list below*
Change to an existing State highway.

County: Riverside	**Narrative Location/Route & Postmiles:** SR-91 15.6-21.6 **Caltrans Projects – EA#:** 08-448400

Lead Agency: Riverside County Transportation Commission (RCTC)

Contact Person	**Phone#**	**Fax#**	**Email**
Bill Hughes	951-787-7984	951-787-7906	bhughes@bec-riv.org

Decision Desired *Check appropriate box below*

PM2.5		**MAYBE Project of Air Quality Concern**	x	**NOT Project of Air Quality Concern**
PM10		**MAYBE Project of Air Quality Concern**	x	**NOT Project of Air Quality Concern**

Federal Action for which PM Analysis is Needed *Check appropriate box and describe in Comments below*

	Categorical Exclusion (NEPA)	x	**EA or Draft EIS**		**FONSI or Final EIS**		**PS&E or Construction**		**Other**

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	05/2002	10/2006	06/2007	11/2009
End	09/2006	06/2009	08/2009	11/2012

Project Purpose and Need (Summary): *Attach additional sheets as necessary*
Provide for continuity with the existing HOV lanes west of the project segment of SR-91 and improvments underway to the east to provide HOV lanes. The closure of this gap in the HOV facilities on SR-91 would subtantially benefit user of the HOV lanes

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)
The land uses along SR-91 between Adams Street and the SR-60/I-215 interchange include residential, commercial, and light industrial developments.

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year)
N/A[1] 172,000 5% 8,600

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year)
N/A[2] 216,900 5% 10,800

[1] Please refer to attached Table G.

[2] Please refer to attached Tables W, Z, AA, and BB.

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Describe potential traffic redistribution effects of congestion relief
Based on the Traffic Operations Analysis prepared by LSA Associates, Inc. (January 9, 2004) the proposed project would not increase the truck traffic volumes along SR-91. In addition, the construction of the HOV and auxiliary lanes would improve the roadway level of service (LOS) by reducing the number of vehicles per lane. The attached tables show the improvements in the traffic flow as a result of the proposed project.

Comments/Explanation/Details
Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

See attached Particulate Matter ($PM_{2.5}$ and PM_{10}) Analysis.

TYPE OF PROJECT:

New state highway *Change to existing state highway*
New regionally significant street *Change to existing regionally significant street*
New interchange *Reconfigure existing interchange*
Intersection channelization *Intersection signalization*
Roadway realignment
Bus, rail, or inter-modal facility/terminal/transfer point
Truck weight/inspection station
At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:
Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM_{10} and $PM_{2.5}$ Hot Spots

(i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
(ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
(iii) *New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;*
(iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
(v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

Particulate Matter (PM_{10} and $PM_{2.5}$) Analysis

The proposed project is within a nonattainment area for federal $PM_{2.5}$ and PM_{10} standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

i. The proposed project is not a new or expanded highway project that would have a significant number or a significant increase in diesel vehicles. The future traffic volumes along this segment of SR-91 are projected to exceed the 125,000 average daily vehicles and the 10,000 daily truck traffic POAQC thresholds for new highway construction. However, as shown in the attached Truck Traffic Volumes Table the proposed project would not increase the truck traffic volumes along this segment of SR-91. This type of project improves freeway operations by reducing traffic congestion and improving merge operations.

ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Operations Analysis*, the proposed project would not increase the traffic volumes along the local roadways within the project vicinity. In addition, the proposed project would reduce the delay and improve the LOS along SR-91. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables W, Z, AA, and BB.

iii. The proposed project does not include the construction of a new bus or rail terminal.

iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM_{10} or $PM_{2.5}$ violation.

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